# N V CITY RAIL WAY RECEIVED

CHAIRSON SPRANSFER

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on II. Subme and Droughes Richmon ...... preparetry recommends for the the Stationar Company loans to all the surface times in Man-The flerer The appointment to be freeze facounter in the Enteret or Court in the afternoon. The a sea made by the Pennsylvania most which has a claim for and the Degree Confronting which is a condition for \$11.179 50 many, through its comment, art contains to ment the claims and he per linners in the plea to have or taken over into the hands

to a stanger was made in the the commany's total lighthities. short which it fled recently was he Public Service Commission showed of about \$10,000,000, and lawyers who have looked into the offers of the comcany gave to an their opinion yesterday . . readinatment of the genera and a taxes that are being litigated will reach \$25,000,000. The liatobuse of the company as given in its last marariy report to the old State Railroad on amounted to \$37,965,600 and the

it is espitalized at \$70,000,000, of which the about \$13,000.000 has been issued and standing. All of the stock is owner the Metropolitan Securities Company the stock of which in turn is owned almost entrain by the Interborough-Metropolitan

effect the receivership will have con the Metropolitan Street Railway and Third Avenue Railway companies is ne of the problems which lawyers couldn't figure out definitely yesterday. The New York City Railway Company has a lease n both properties for 900 years and guar antees the dividends. The Metropolita and the Third Avenue dividends will, of course, be passed, but whether these companies will ultimately be involved deeper than they are at present is a matter which

he courts probably will have to decide. The petitioners were friendly to the ompany and sought above all things to have the various properties comprising the system kept intact. That will be possible under the appointment of the receivers who, it is expected, after reaching an equitable settlement with the creditors will reorganize the properties on a paying basis. James Byrne of the law firm of Byrne Cutcheon represented the petitioners in the proceedings before Judge Lacombe. In asking that the lines under the management

of the receivers continue to be operate under a single system and not dismemhered the petitioners say that the defendant has expended large sums, aggregating more than \$20,000,000, in making extensions, which it leases as well as to the lines which t owned or controlled "Said expenditures," says the complaint,

have greatly benefited such lines of railtoat and have enhanced the value of said leased properties, but the expenditures recurred for that purpose have exceeded the resources of the defendant."

The complaint goes on to say that the New York City Railway Company has recently entered into contracts for electrifeation amounting to upward of \$4,000,000 and that it will be unable to meet such lability. Some of this work has been undertaken and will have to be suspended. se the complaint says. It is alleged further that the company has no funds with which to jay for equipment that will shortly be delivered and that it cannot meet the judgments for damages that will be ente against it upon the trial of the thousands of suits for personal injuries that are now on the court calendars.

The petitioners allege also that the company has a floating indebtedness of \$2,000,-000 which is overdue and which it cannot pay. There are other obligations "to the amount of several million dollars" which are payable on demand and which the defendant cannot satisfy.

Your orators are informed and believe. says the complaint, "that the defendant has no means at hand with which to meet its immediate pressing needs in operating its system; that many of the creditors to whom the defendant is liable are pressing the defendant for immediate payment, and that some of said creditors may bring suits in respect of their said claims and may levy execution on the lines of railroad owned by the defendant and on the material and supplies and other property of the defendant; and your orstors allege that there is grave danger that the lines of the defendant may no longer be operated in single system, but the various lines which are now owned or controlled or leased by the defendant may be broken up and be

separately operated The petitioners allege that the only means by which the company may pay its floating indebtedness and discharge its current obligations is through the continued maintenance and operation of the system as a whole and by the uninterrupted use thereof. The complaint says that it is of vital importance to the people of New York that the system shall be con-dinued as a whole. Under any other cir-cumstances the loss to the creditors will be

"great and severe." The petitioners ask that the rights of all the creditors be ascertained and decreed and that receivers be appointed.

The defendant company through its lawyers admitted all the allegations contained in the complaint and added its pleato that of the petitioners that the unity of the system be preserved.

The receivers are authorised to take possession at once of all the business, percently, books and assets of the company and to manage and operate the railroads in such manner as will in their judgment at infactory results, "so produce most satisfactory results, "so that the operation of the railroad system of the defendant shall be continued in the same manner as at present and the public duties obligatory upon the defend

in all respects discharged."

The order of the court authorises the receivers further to manage the ayer

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fr was the general options among parameter dentifique dreife chies antiquations chique chies fancare origi-Morropolition Company south in Mor entered jets an agranment last they to formed \$15 am our additional capital to the Nam York city company Of that arrest if has alongely reged \$5 one one. All of the or a farge page of it may for a from loss the inter- that, are copy of its familyana mark year erclay, would not pay over the halance of greement cannot be enforced by any mit law, and the only codenic the New York city company will have will be an action for damages August Referent made the following statement

The receivership of the New York City taiway Company in no way affects the solvency of the Interhorough-Metropolitan or of the Interborough Rapid Transit Company, and if ennest he too positively stated that a receivership of either of those two companies has at no time even been con-The Interhorough-Metropolitan Company has no debt except its impe of this per cent, collateral trust bonds secured Interhorough Rapid Transit stock and senting advances made to the surfa under the agreement entered into last May, which then contemplated an advance aggregating \$15,000,000. The Interborough-Metropolitan company has over

\$6,000,000 of cash in bank The actual results of the operation of the urface lines during the past year and a half have disappointed all expectations, with the result that there has been such a large decline in the earnings of the New York City Railway Company that there is no immediate prospect of its being able to earn its fixed charges or to procure the very considerable sums of money which will be required for the improvement of its lines. secordingly the board of directors of the Interborough-Metropolitan Company have determined that it is not wise for the Interborough-Metropolitan Company to make further advances to the street surface system

"In the interest of the public as well as of every one interested in the securities of the various companies it is clear that a comprehensive readjustment should be effected promptly in order that the essential improvements may be made as quickly as possible. The receivership is a long step in this direction.

William M. Ivins expressed the opinion hat the receivership will undoubtedly put he company in a position where it will be able financially to carry out the large general orders which the Public Service Commission will make upon the surface lines.

### ABMY HORSEWAYSHIP TEST Staff Officers Practising for the Ordeal the

President Has Ordered. WASHINGTON, Sept. 24. - If the residents of Sixteenth street, which the fashionables want renamed Executive avenue or the Avenue of the President, are up early on the unusual spectacle. If they are not up they will doubtless be aroused by the clatter of many hoofs, for it is out this thoroughfare that forty or fifty staff officers of the army. detailed at the War Department, will start on their rough rider test to determine their

proficiency in horsemanship.

The order for the ride is being prepared at the Department. It is pursuant to the letter which the President wrote to the Secretary of War last spring in which he comm upon the horsemanship displayed by some officers whom he had seen astride. It was intended originally that the order for tests in horsemanship as a requisite for promotion should apply only to officers of the line In some way, how the officers who are to take part in the riding would like to know, the order has been made to include the Colonels, Lieutenant-Colonels and Majors on staff duty. There are forty or more of these at the War Department, and some of them have not been on a horse in seven or eight years. During that time they have not only bec stiff, but many of them have increased their avoirdupois, and they are not looking forward with any degree of pleasure to the fif-teen mile ride which they will be obliged to take. Five miles will be at a walk, five at a trot and five at a gallop.

The route will be out Sixteenth street. through Rock Creek Park and the National Park into Maryland and return. Already most of the staff officers who are to participate are hiring livery stable animals for practice purposes. Some of them are won-lering what will happen if they fail to qualify in the horsemanship tests. They are wondering if they will be relieved from active duty at the deak because they do not make a handsome appearance on horse-

# MAY GET AFTER PACKERS AGAIN. Government Hears Rumors of Tra de Being

Restrained by Combine. CEICAGO, Sept. 24.-Investigation of the reports that the combination in restraint of trade said to exist among the packing houses of Chicago had made itself felt again will be begun by the Government upon the tation or acquisition of any evidence

warranting such a step.
This statement of the Government's position was made to-day by District Attorney Edwin W. Sims.

"At present we have no such informaus, or if we can get it, we will act upon it. Such investigation would start in this office. Even though its extent might be shown to be national this office would have jurisdic tion, because the headquarters of the con owns reputed to be involved are here. It would not begin in Washington."

ors that some packing house buyers are allowed to buy only certain animals on certain days and at a fixed price in advance by a combine, Mr. Sime said, had come to his notice, but without substantia-

Senator Platt Engages Washington Rooms WASHINGTON, Sept. 24. Senator T. C. Platt is expected as a guest again this winter at the Arington Hotel, where he has made his headquarters for several Congress seasons. His rooms are being put in readiness for his return.

Purest Spring Water in the Work Pork a Tilterd Actor, Merrin & Countil Co., Fatend Spring Co., 1989 Broadway, M. Y.—Ado.

OF LEVELSE HEWSELF SCOME ## ILLIAMIN CENTROL WANES

in Marigage the Propositions in Make transf-Fifth Has Allready Regulary to Phile so Harriman Francisco to ft.

In expendence in Stray report Fish's sports accommendators of the Ullimois Concest for mates a luctor from Prospione Harabar attrebisciolers was given out less night thick makes the replicit statement that an president of the company Mr. Flat lens himself on unmarkerable enquiry \$4 senten of its money and was mable to repay the noney until a director individually lent it him taking as part security mortgages never recorded on Mr. Flat's residence in this city and on his interest in the serate of the late Stamilton Fish

The charge made by President Harahan is in part a reiteration, in part an elaboration, of testimony regarding Mr. Fish given y E. H Harriman on the stand in the Interatate Commerce Commission's investigation Mr. Harahan's letter follows:

In the stockholders of the Illians Course Rail Ford Company

The statement in the circular letter langer Mr. Fish to the stockholders, and puls lished to-day, that the lilinois Central sc ounts have been "padded" or in any way nanipulated is absolutely untrue. He knows hat there has been no change whatever n the relations of the Illinois Central with the Union Pacific and Southern Pacific. The resolutions presented by him some weeks ago to the board of directors making these charges were referred to the accounting were transmitted by me to the board of directors, show that the charges were utterly groundless and that the accounts have been kept precisely as they were under Mr. Pish' administration and that the all connecting lines are the same as before his retirement. His reference to allege ination by Union Pacific is merely an effort to play upon what he supposes to urrent prejudice to further his own interest and should not deceive any one.

The attack made by Mr. Pish upon the character of his fellow directors and upon the operating, accounting and traffic officers of the company warrants a full statemen to the stockholders of the reasons why Mr Fish was not intrusted with the continued management of the property. I enclose herewith a copy of a letter addressed by eight directors of the company to Mr. Fis nder date of November 7, 1906, setting forth specifically some of the reasons why rouid not vote for his reelection as president There were other reasons of a contro haracter which were referred to in general terms, but out of consideration for Mr. Fig. vere not specifically mentioned in that letter The most conspicuous of these is that while Mr. Fish was president of your company and as such the virtual custodian of its treasury he loaned to himself as an individual about \$1,500,000 from the treasury of the ompany upon security of his own selection which proved to be inadequate and unmarketable. Mr. Fish being unable to repay the oan or to satisfactorily secure it, there were various consultations among his friends designed for the payment of the indebted ness and the protection of the credit of the npany as well as of Mr. Fish's reputation. After it was demonstrated that Mr. Fish wa unable to reimburse the company a director individually loaned him the money necessary to repay the company. In order to secure this loan Mr. Fish pledged not only the unparketable collateral above mentioned but New York and his individual interest in the estate of the late Hamilton Fish. Out of consideration for Mr. Fish such conveyances were not placed on record. The director

intil Mr. Fish was able to liquidate it. Furthermore Mr. Fish, who was a membe of the executive committee of the Trust Company of the Republic, and was very active in its affairs, deposited a large amount of money of the Illinois Central Paviro d Company in that company, after its credit was seriously impaired, and although this was ultimately collected the process required several months, and during that time the risk was a cause of grave anxiety to the directors. Moreover, he loaned to the president of the Trust Company of the Republic, individually, money of the Illinois Central Railroad Company upon inadequate security, with the result that the railroad company was unable to collect the entire amount and

It is due to the officers and directors whose motives and conduct have been impugned and to the stockholders, to whom Mr. Fish has addressed an appeal based on his charges that these facts should be known. Respectfully, J. T. HARAHAN, President.

CHICAGO, September 24. The letter to Mr. Fish referred to in Mr. Harahan's communication was written on November 7 last, immediately before the Illinois Central meeting at which he was deposed. It charges Mr. Fish with breach of faith in refusing to vote as the majority of the directors desired the proxies secured by him as a result of an agreement with Mr. Harriman's counsel several weeks before the annual election of directors. The letter was signed by these directors: John W. Auchin-closs, J. J. Astor, Robert Walton Goelet, E. H. Harriman, J. T. Harahan, W. Luttgen Charles A. Peabody and Cornelius Vander bilt. It was in part as follows:

In violating the agreement and electing your own personal nomines you assumed to treat as a personal affair the proxies given to you upon the faith of the agreement.
Furthermore, not withstanding the positive
agreement that the three directors, Messrs.
Beach, Harahan and Vanderbilt, whose terms were expiring, should be reelected, we have good reason to believe that up to the less moment you seriously planned a breach of that provision also. Among other things, there appeared in the Chicago Tribune, and in some of the New York papers on the morn-ing of the election a statement to the effect that you proposed to elect four new direct entirely of your own choice and not to ree entirely of your own choice and not to reelect
the three outgoing directors. Before the
meeting Mr. Harshan, one of the outgoing
directors, called upon you and asked you
whether that statement was correct, and you
replied that you would neminate him as a
director if he would promise is advance to
refuse the nomination, which was itself an
attempt to commit a breach of the agreement. He naturally declined to become a
perty to such an attempt. You appear
finally to have reconsidered your intention
as to the outgoing directors. as to the outgoing directors.
We are quite aware that you gave res

at the meeting for your refusel to fill the vacancy as agreed, and you are reported as going so far as to claim that you had some understanding to the effect that the person to be elected should be satisfactory to you, substituting yourself as the whereas the entire intention of agreement, in respect of the vacancy, was to eliminate you as the person to select an

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THE PREMINENT OF LATE TRACE.

ryopen flar S. V. Ange St. The Prom-PROPERTY OF STREET, ST morning and at it o'click Mr. floranget Secretary four and all the members of the generative shall be and baggage will stare for Washington.
The President will remain at the Capital

five a face days to exact the machinery of the Covernment in mettion offer it re he is to speak at the defination of the Wellister monument They att a come desert the Manualpot, on which on will be made and house about one

The executive office over the ground stops on the corner of Main and Past Main streets has already been dismonted and no even the fragment of a misstatoment of ne to mark the seat of governmen Fee suprem care leaded with household goods and office furnishings stand on the wife track at the station rearly for the start

The President's neighbors and towns folk who have had little chance of seeing him the past summer except at church where enthusiasm is not in order, are plan ning to gather at the station to give sevelt a hearty godeneed. There will be no formality about the leavetaking

### BANTS REPORTERS KEPT IN IT Interna Sheriffs Asked to Guard S

sett Bear Hunt From Intruders NEW ORLEANS, Sept. 24. Sheriffs of the rishes of Madison and Fast Carroll. President Roosevelt will hunt bear next month, have been requested to keep all newspaper correspondents and visitors away from his camp while the President

The camp will be about eighteen miles from Lake Providence on the Kansas River. reral noted bear hunters have been on the ground for more than a month prea place for the camp and cutting

Alsatia, on the Iron Mountain Railroad, is the station nearest the scene of the pro-

## FOUR NEW BATTLESHIPS?

posed hunt.

Naval Board May Recommend That Nur ber-To Be of 22,000 Tons Size.

WASHINGTON, Sept. 24. That four battle ships of 22,000 tons or more displacement may be recommended for the naval increase this year is the opinion of some of the members of the General Board of the navy, which met to-day for the first time since last June, when the matter of th movement of the big fleet to the Pacific was under discussion. All of the members of the board were present except Rear Admiral Brownson, chief of the Bureau of Navigation, who is still absent on his va-

Although the proceedings of the boar are secret it is understood that some of the members recommended four big battle-ships. Others believed that the number should be two, as Congress would be more likley to look with favor upon the proposition to spend \$20,000,000 for battleships than \$40,000,000. There was no definite

decision upon this matter. Other recommendations for naval increase which it is said will be made include scout cruisers and an additional fleet of having proved successful, the members of the board feel warranted in recommending the construction of a much larger fleet, following the policy which is being pursued by the British Admiralty. The effort to maintain secrecy as to the proceedings of the board were emphasized by the fac that officers who are on duty with the board but are not members were excluded from

### PAIRBANKS WILL WIN EASILY Methodists in Mood to Forgive Him for Give ing Roosevelt a Cocktail.

INDIANAPOLIS, Sept. 24.—The initial session of the Methodist conference which will choose seven lay delegates to represent Indiana in the quadrennial conference at Baltimore was held to-night at Columbus nearly all the delegates being in attendance A canvass of the delegates shows that there has been a decided weakening of the opposition to Vice-President Fairbanks as a delegate and his friends believe to-night that he will be among the first chosen for

It is said that the delegates as a rule do not believe in serving intoxicants, but many of them feel that the Vice-President was in position where the serving of some kind of a dinner opener was absolutely necessary and for that reason they are disposed t overlook what otherwise they would regard

as an impropriety.

Friends of the Vice-President say that he does not serve wine at his Washington dinners and that the dinner to the Presi-

### VANCOUVER FOR EXCLUSION. Urgent Demands on Canadian Governmen to Bar All Orientals.

dent was an exception to his rule.

OTTAWA, Sept. 24 .- W. D. Scott, Dominic Immigration Agent sent to Vancouver by Sir Wilfrid Laurier, is having a strenuous time there. The Asiatic Exclusion League waited on him at the Hotel Vancouver Mr. Scott asked the speakers how they would remedy the surplus immigration of Japanese, and was promptly answered.
"By the abrogation of the treaty with Japan, on the ground that Japan has broken faith with Canada."

It was pointed out by the Exclusion League that the evils complained of were all investigated by the Royal Commis and remedies suggested. Mr. Scott said he was there to deal with the question of

future immigration. A monster petition signed by hundred of British Columbians is on its way to the Premier. It prays that, regardless of foreign countries and all sentimental and political considerations, the Government mmediately pass such legislation as may be requisite to insure the absolute explusion of Orientals from the Dominion of

So far the Japanese Government has made no claim on the Dominion Government for damages on account of the Vancouver troubles.

DILLINGHAM, Wash., Sept. 24 .- A. E. Fowler, the man held responsible for organizing and carrying through the antipanese riots in Vancouver, was taken to an asylum to-day a maniac.

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For Airts Flirangh and Stock in File Stel - To Bettende Hapen the II the title to Operato files cost days first He Han Aron a dresidianger filmoret un fin Lafe. The first official colo made presentar

utor the East River in the morth tube of the finlment connets to firing fatanet city was delightful. The car element entirely fille the space in the single fracked tobs and as a county produce air about of it and draws more in hebited. This keeps the sir sweet, and have it coul posterriar Is took two care to transport the party

The start was at more from the shaft at the southwest corner of Third scenus and Forty-second street August Belmont was conductor for the first trip and gave the motorman two hells Mr Ranghards. experiencent of motive power, was the

On huged the official car were the mem here of the Public Service Commission fours. Malthie, Eustin and Bassett, Alac in the party were John R. McDonald, Prosident Bermel of Queens, President Coler of Kings, M. J. Degnon, who built the unnels Theodore P Shonts president of the Interborough-Metropolitan Company William Barclay Parsons, George Young, John Pierce, Alfred Skitt, E. P. Bryan, W. G. Oakman, R. A. Shailer, Alfred Craven, George S. Rice, Charles M. Schwab, George Cromwell, E. J. Berwind, F. L. Fuller William G. McAdoo, G. H. Pegram, superintendent of construction of the Interborough Metropolitan; W. H. Fisher, St. John Clark, Allen A. Robinson and William Van Dusen.

The first sensation came when the party stood beside the track in the Forty-secon street shaft ninety feet below the street This was when the car approached from the Long Island side. Long before it had turned the corner under Man-o'-War reef and before the huge electric headlight had made the tube light as day a slight chill was noticeable. It developed into a fairly stiff breeze. The tunnel engineers explained that the approaching car was forcing the

The trip had hardly begun when flood of clear daylight shot down on the car as it passed under a shaft at the edge of the Long Island shore. Then began a run past more blank concrete walls Another flood of light and the Jackson avenue shaft was passed. The car ran up stiff grade and emerged in the broad daylight of the open terminal at Van Alst avenue and Fourth street close to the tracks of the Long Island Railroad. The trip had consumed four and a half minutes.

The return trip was begun from the Jackson avenue shaft. The car came down the grade and into the tubing directly beneath the river at a lively clip. It shot along under the waterbed like the wind and it looked as if all records would be broken. William Barclay Parsons, on the front platform, ordered Banghardt to slow down s that he could show Mr. Shonts some of the details of the construction along the land approach. Even with the car going slowly for the distance from the Man-o'-War reef shaft to the Third avenue terminal return trip was made in a trifle over four

Not the least interesting event of the day was the rather pointed speech that August Belmont made at the luncheon afterward in the Hotel Belmont Here is part of what Mr. Belmont had to say:

We acquired this franchise in February, 1992, under advice of Strong & Cadwalader—than whom no firm stands higher in this community—that the franchise was perfectly valid, but notwithstanding there were certain technicalities to be reviewed. Up to this time the history of corporations in this State was that any company that had undertaken seriously to perfect its franchises and construct the road before the expiration of of the time. We had eighteen months to do this work, but we believed that if we went forward earnestly and sincerely we would have no difficulty in obtaining an extension

You know the reason why we did not get t. Public clamor against extension in ranchises in perpetuity had arisen in the neantime. This was a great injustice to this company, as we were the only one that had actual work under way and we were rying sincerely to get the work done by the been thrown in the way the work would have been completed during the term of the franchise. I have not a word of regret nor ave any of my associates

As to the legality of the franchises, the courts have not yet condemned them. As for us, we have still to learn that we have done anything illegal. The city has nothing to say concerning the franchises only as to that part in Manhattan and a small part in Long Island City. The portion under the East River is in control of the State of New York, from which we obtained legal permits. From the bulkhead line in Long Island City to Fourth street we have obtained a grant in perpetuity from the Pennsylvania Railroad

Company.

The company is prepared to operate whenever it can be done under any reasonal and fair arrangements. It is impossible for anybody to make that tunnel pay for three or four years. The business is not there to pay interest on the cost of the tunnel and the equipments. It is not as valuable to us as it is to the city of New York. The Interborough company is the only

company, in my experience, that can claim the distinction of doing any serious service for the improvement of traffic conditions in Greater New York, in spite of the abuse as received. I say that the treatment of this company has not been such as to inspire further effort on the part of private enterprise, and until private enterprise is en-couraged and confidence restored we won't have any improvement. The transportation problem must be treated from the standpoint of a reasonable return

for the money invested whether it be the city's or private money. You can't treat it on an ideal basis. We all travel in the same direction at the same time. I was been and brought up in this city and have been a straphanger all my life. I began when a boy on the old Fifth avenue stages which ran by my father's house. If you would have to charact that you would have to

which ran by my father's house. If you want to change that you would have to change the conformation of the city.

More real real has been shown by the Interborough company toward helping the public in solving the transit problem than any one here is willing to give us credit for. Our engineers realize that their livelihood depends upon their ability to improve conditions, and they are devoting all their time and energy to that end. We will continue to work to give the city the best transit facilities in the country, and hope that some time our efforts will be appreciated.

Commissioner Bassett of the Public Commissioner Bassett of the Public price Commission spoke for some time.

There was called upon to appear and spoke that there wasn't enything he are appeared that there wasn't enything he are appeared as a real cutaider.

# B-DEE W DEEP IN THE 46.FS

Frut for Finds Commercially in the From Simplest Fiscart Sterr taxes that disputed in Tax into

remove. Repr. 10 & newspaper man nut Ford finte loss completed a gentingion! measuration of specimens of the street attracted from the payings for the Strepton sound. He found not traine of reffices. refleating larger deposits than any liftfarts Algorithms for Engage

the tentures that the presence of these more recent the absormal lines experineed in facilities the tunnel. He pre-lists that continued research will prove the month's augusty of earliess in general charawas suppresent.

# ANT MEANES MERE Will speak at destrology, but Will hat the

Gov. Hughes came to New York last night and will attend to some private finances to-day. Then he will start for the tiettyshard hattlefield, where he is to speak at the direction of the monument to Gen. Greene The commanded the troops in the engage ment at Culp's Hill. Gov. Hughes will be accompanied by Adjutant-General Henry od Col. Treadwell. The party returns to New York Saturday night and Col. Treadwell will then go to Canton to represent Gov. Hughes at the dedication of the nument on Monday, on which occasio resident Roosevelt is to deliver the oration

## NO COURTEST TRAIN STOPS.

Influential Persons Will to Longer Scener Special Rollroad Pavors in New York. ALBANY, Sept. 24. Courtesies extended heretofore to well known men by railroad corporations will have to be abandoned under the Public Service Commission law Section 33 of that law provides that no common carrier shall extend to any shipper or person any privileges or facilities in the transportation of passengers or property except such as are regularly and uniformly extended to all persons or corporations oder like circumstances.

This provision of the law is held to prevent a railroad company from stopping fast trains at any station not provided for in the schedules. It has been the custom for the New York Central Railroad to stop its fast trains at any way station near the country residences of influential residents of New York city living along the Hudson River Valley. Recently Bishop Potter requested such an accommodation from the New York Central and when the officials of the railroad company communicated by telephone with the up-State Public Service nission at Albany they were notified informally that the provision of the law referred to would prevent such a deviation from train schedules.

# LUSITANIA FARES CUT.

Cunard Line Announces Heavy Re-for Eastbound Passage. Special Cable Despatch to THE SUN.
LONDON, Sept. 24.—The Cunard Steamsh

company has made the following reductions in eastbound passenger rates, to go into effect at once: On the steamer Lusitania, a reduction o

£5 10s., or about \$27.50; on the Carmania and Caronia, \$30; on the Campania and Lucania. from \$15 to \$17.50.

Similar reductions will be made bound rates beginning October 31.

### 17 PASSED HIM TO DEATH While He Abade in the Death House at Sing Sing-New Trial New.

Raffaele Cascone was put on trial for his life yesterday for the second time. He was convicted of murder in the first degree for killing Giacomo Santarullo in Mulberry street in 1903 and passed two years and eight months in the death house at Sing Sing before the Court of Appeals granted him a new trial. Seventeen men went to the electric chair while Cascone was there Since he has been in the Tombs awaiting his second trial, which began yesterday before Judge Whitman of General Sessions he has been friendly with Harry K. Thaw Three jurors were obtained yesterday.

# WHEELOCK LOST \$25,000

That is, if What the Bookmaker Said About Missing the First Race Was True. Lieut. Casey and his motorcycle squad got after the auto speeders on the Bowery yesterday afternoon and caught severa eaded for the races at Gravesend George A. Wheelock, the bookmaker

Why, man," he said, "I'm in a hurry If I'm arrested I lose \$25,080 on the first race alone. I must get to the track at once. Casey thought otherwise and brought him to Jefferson Market court, where he wa fined \$10-about the time the third race

was the first one caught.

was being run. John Murtha, driver for Frederick Lauter bach of 1499 Broadway, who was bound for the racetrack, was fined \$10. Robert Hanna, driver for R. A. Chapman of 73 Fifth avenue, was fined \$10.

### STEAMERS COLLIDE AT SEA. Allan Liner, Badly Damaged by the Hurens Returns to Quebec

MONTREAL, Quebec, Sept. 24.—A despatel received by the Allan Steamship Company to-night states that the steamship Mon olian of the Allan Line had signalled Fame Point, in the Gulf of St. Lawrence, that she had been in collision with the freight ship Hurona of the Thompson Line and had been so seriously injured that she was compelled to return at slow speed to Quebec, where she is expected to-morrow.

### Crank Who Visited the President Killed by a Train.

Orlando Toland, the crank who rode on freight trains from Oxford, Ala., to Oyster Bay to get the President to help him llect a claim of \$50,000,000 from John D. Rockefeller, is dead in the morgue at Hack ensack, N. J. He was run over and killed by a West Shore train near Hackenseel last Friday. The body was identified yes terday and has been shipped to Alabama where relatives of Toland live.

An Election Board Locked Up. The four inspectors in the Thirteen election district of the First Atsembly district—a Republican primary—were locked up by Sergt. Moran of the Macdougal street station last night charged with failing to check up their list of voters before starting

# MLY LABORY AND PLATI

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nan dever Himself by a class the -Ropper, Revery, Larney, Emighter and Other Lant Land Out - Right Come Wighty Your making the Harry Wash

Chartes F. Mornity apoles by the bank ation to east on Monday that the office on this over of Mason Mortbolish's formula to three out about arguests of the regular Tammany candidates for the Service les brating would supp out to be a take

crety can the latter man exerted the Sistricts: These were Fire Commissioner Francia A. Lantry of the Styteenth and Maurice Feathernes of the Twanspell There was never any doubt as to the result in these two districts. Lanery and Posthar one have fully up organizations which make them really impregnable, and despite the personal influence that Murphy brought to lose against the two londers they easily control.

All the other capticlates who were an gaged in contests in the interests of the Mot wilan faction against the organization candidates were beaten, and generally by arge majorities. Boyhan in the Fourteenth had the closest cub. Devery's man Garvey, W. A. Larney of the Fourteenth, Ike Hopper in the Thirty-first and John F. Shaughnesse in the Twenty-first, who were running as McClellan candidates and who were supposed by their friends to have fair chances

winning out, were all badly beaten. The result leaves the McCleffanites with only two district leaders, Lantry and Featherson, and the likelihood that ever these two will not be allowed to take their seats on the executive committee of Tammany Hall. Charles F. Murphy, whose domination of the executive committee is now stronger than ever, has made no secret of the fact that he will not permit either Lantry or Featherson to be seated in the executive committee.

The Republican primaries resulted in little change in the makeup of the executive committee. Ex-Assemblyman Mazet came pretty near beating Harry W. Mack in the Fifteenth, but "nears don't count."

Lantry in the Sixteenth smothered his three opponents, John J. Hassett, Michael F. Conry and Daniel C. Johnson. He had 2,213 votes, Hassett got 425, Conry 135 and Johnson 65. The Mohegan Club, 211 East Forty-fifth street, paraded through the district with bands and fireworks, carrying Lantry on their shoulders part of the time. Featherson retained the Tammany lead-ership of the Twentieth by an overwhelm-

ing majority over three contestants, Tobias Greenbaum, Paddy O'Brien and Edward V. Nicholson. Out of 3,943 votes cast Feather-son gobbled 3,720, Greenbaum polled 105, O'Brien got 79, while Nicholson received

Frank Goodwin beat Peter Garvey, Big Bill Devery's man, in the Seventh, by 4 to 1. The total vote for Garvey was but a little

McManus beat George Washington Plun kitt nearly 5 to 1 in the Eleventh. The McManus polled 4,407 to Plunkitt's 1,054. In districts McManus got 448 votes and Plunkit

In the Thirteenth Curry, the leader, beat Coughlin by 2,155 to 651, with one elec

district missing.
William J. Boyhan, the old leader of the Fourteenth Assembly district, was reslected by a small plurality. He got 1,883 votes William J. Larney, the contestant, 1,348. In the Twenty-second Election dis trict twenty more votes than the regis-tration called for were found in the box and not counted.

Magistrate James J. Walsh defeated John F. Shaughnessy, the McClellan candidate, in the Twenty-first Assembly district,

by 2 to 1. In the Twenty-second Deputy Registe William H. Sinnott, present Tammany leader, won over Michael Naughton by plurality of 226. Alderman Harry L. Leverett, manager of Naughton's campaign, charged the Sinnott forces last night with ballot box stuffing and repeating. Leverett said he would contest before the Board of

In the Twenty-fourth John J. Diets de feated the McClellan candidate, Joseph Burke, 1.044 to 691.

Senator Frawley had a walkover in the Twenty-sixth, where he defeated the McClellan candidate, Thomas J. Brennes. 2,260 to 261.

In the Twenty-ninth Thomas F. Rush, the present leader, carried every election district, defeating his opponent, Louis Wolfert, by 1.679 to 292. William J. Wright, the present leader was elected in the Thirty-first over Isaac

A. Hopper and Lewis A. Abrame. The vote was: Wright, 1,612; Hopper, 500, and Abrams, 457. Eugene McGuire beat Bligh by 2,608 to 768 in the lower end of the Thirty-second. Thomas H. O'Neill, the Murphy candi-

date, won in the north half of the Thirtysecond by 1,850 to 875 over William Hender Michael Garvin, old Tammany leader of the Thirty-third Assembly district, best Michael Hecht decisively. Garvin got 2,124

votes to Hecht's 1.275. In the Thirty-fifth Morris best Berry, the McClellan candidate, by 1,968 to 1,651, with

two districts missing.
Christopher D. Sullivan is to be the new l'ammany leader of the Eighth, succeeding Florence Sullivan.

On the Republican side Harry W. Mack beat Robert W. Maset by 74 votes for the Republican leadership of the Fifteenth Assembly district. Mack got 758 votes and carried sixteen election districts. Maset polled 654 votes and carried eleven districts. Mack, who was the former leader, serned only a week ago that Maset was contesting under cover and went to work ust in time to save himself.

The expected opposition to Assembly-man Esra P. Prentice in the Twenty-fifth didn't materialize, and he was the only candidate for the Republican leadership. The hottest Republican fight in the city was in the First district, where Roose Dallesandro, who has been leader since last spring, was opposed by George Husch, who was backed by James E. March, Dallesan-dro's brother-in-law. Dallesandro claimed otion by 182 votes and Husch claimed i

The Dallesandro claim was based on the estimated returns from missing districts. Before the vote had been reported from